

THE ST. LOUIS REPUBLIC.

WORLD'S 1903 FAIR.

NINETY-FOURTH YEAR.

ST. LOUIS, MO., SATURDAY, JANUARY 4, 1902.

PRICE (In St. Louis, One Cent. On Trains, Three Cents. Outside St. Louis, Two Cents.)

HOPES TO BREAK BANK AT MONTE CARLO.



Baron Charles Caudre Boileau, who was killed in a railroad car at Loughborough Junction, Sunday.

GIRL FORCES PUBLIC APOLOGY FOR AN INSULTING LETTER.

Dentist of Paoli, Ind., Compelled to Read Aloud in the Presence of Indignant Townsmen and an Angry Young Woman With a Horsewhip a Note He Had Written Her—Promised to Leave Town Within Twenty Days.

BARRICADED HIMSELF IN HIS OFFICE SEVERAL HOURS.

PAOLI, Ind., Jan. 3.—A sensational scene was enacted here today when a young woman, under threat of horsewhipping, compelled a dentist to publicly read an insulting letter he had written her and to make an apology to a large crowd which surrounded him and finally to promise to leave town.

The man in the case is Doctor C. D. Driscoll, a man of family. The young woman is Miss Eva Miller, formerly a resident of Paoli, but now employed as a clerk in a store in the hamlet of Sullivan, a few miles north of Paoli, on the St. Louis Railway.

Driscoll, it is charged, had written Miss Miller a letter in which he confessed his love for her and asked that he meet her. The letter was of an offensive nature.

Miss Miller came to Paoli today and swore out a warrant for the arrest of Doctor Driscoll on the charge of horsewhipping his wife. She lay in wait for Driscoll to return in the Marshall's conveyance on his way to jail. She had a horsewhip concealed in the folds of her dress.

But Doctor Driscoll did not come. Instead he called to his aid a number of

PUBLIC HEARING ON STREET WORK.

Plans for Establishment of West Pine and Lindell Boulevards Will Be Considered.

The Board of Public Improvements yesterday designated January 21 as the date for a second public hearing on proposed street improvements. At this hearing the board will take up propositions to establish West Pine and Lindell boulevards as exclusive boulevards. Mayor Wells has been invited to attend the first hearing, to be held on January 14.

The board approved the plans of the World's Fair Company for straightening River des Peres in Forest Park, outside of the fair site, on condition that the city be given a bond for \$25,000 as protection against damages.

The specifications for sewers were not approved, owing to objections raised by Sewer Commissioner Hermann. Acting City Counselor Bates will be present at today's meeting to advise in regard to doubts advanced by Mr. Hermann.

Richard T. Garding, inventor of the Gatling gun, is in the city. He is interested in fender devices and called on several members of the board to speak about fenders. He was referred to the general managers of the street railways.

MAHAN TO ESCAPE CENSURE.

Navy Department Will Take No Action on Alleged Utterance.

WASHINGTON, Jan. 3.—No action will be taken by the Navy Department relative to the alleged utterance expressed by Captain Alfred T. Mahan on the findings of the Schley Court of Inquiry. The consensus of opinion is that Captain Mahan violated no order or regulation of the navy in what he wrote in his letter to the editor of the New York magazine.

Although the matter has received no official consideration by the Secretary of the Navy, officials at the department regard Captain Mahan's remarks as having been of a private character and published without his sanction. In any event, officers say, it is hard to see in what respect Captain Mahan has expressed an opinion on the nature of the findings of the court. He has simply said, as he asserted, what Captain Schley did the day the findings were made public. Stated that there was no "majority" or minority report of the court.

Captain Mahan, like Judge Advocate General Lemly, regards Admiral Dewey's findings of the court to the extent, and only to the extent, that minority opinion. It was not a separate report according to Captain Mahan, but a minority opinion.

INCREASE IN INSURANCE RATES.

Many Big Fires in 1901 Given as the Cause.

The large number of fires in St. Louis in 1901 is given by James A. Waterworth as the reason for an increase in fire insurance rates in St. Louis from 15 to 20 per cent. He says insurance companies suffered losses amounting to \$2,000,000, as compared with \$1,500,000 in 1900, which made the losses in 1901 the highest since 1891, when they were \$2,500,000.

GRANDSON OF BENTON TOOK HIS OWN LIFE.

Baron Charles Caudre Boileau Killed Himself in English Railway Car.

DISAPPOINTED IN BUSINESS.

His Mother Was a Daughter of the Famous Missourian and His Father Was a French Nobleman.

London, Jan. 3.—A verdict of suicide during temporary insanity was returned by a coroner's jury this morning in the case of Baron Charles Caudre Boileau, who was found shot in a railroad carriage at Loughborough Junction, Sunday.

Richard Horne, a lawyer, testified that the deceased was a French Baron, and the son of a former French Consul General in Canada and of a daughter of Senator Thomas H. Benton of Missouri. The Baron had been depressed on account of business matters. He lived in Ireland, where he had a large estate.

Baron Boileau's father was formerly first secretary of the French Legation at Washington. He was appointed by Emperor Napoleon III, and held the additional office of Canadian Consul General.

While in Washington he married Senator Thomas H. Benton's daughter, thus becoming a brother-in-law of General Fremont. Later he was French Minister to Peru and married again. His widow is now living at Paris.

The suicide was the elder Baron Boileau's youngest son by his first marriage. The deceased had two brothers in America, the eldest, Baron Benton Boileau, who resided at New Orleans. The suicide was wealthy, but lately spent large sums in endeavoring to get the Ireland Parliament to permit English vessels to fish within the three-mile limit. With this end in view he was getting up a wealthy English syndicate.

He recently sent to America for \$5,000 but only received \$2,000, and appeared disappointed at the delay of the Irishmen in coming to an agreement.

Baron Boileau had many wealthy friends in London, who would have willingly advanced him any sum of money needed. Among these was the executor of his mother's will, who lives in one of the largest mansions in Park Lane. Baron Boileau, however, kept his troubles to himself, and when found dead in the railroad carriage he had only one penny in his pocket. His estate in Ireland and interests in America, which are intact, are valuable.

LEARY DIED A REAR ADMIRAL.

Notice of Promotion Found After His Death.

Boston, Mass., Jan. 3.—Information from Washington shows that Captain Richard P. Leary, United States Navy, who died at Chelsea recently, died a Rear Admiral without being conscious of the fact. It was a promotion which he had looked for, and it is said to have been the one thing which troubled him in his last moments. The appointment was made the day before he died, but it was only when his brother-in-law, Doctor Fairfax Frewin, returned from his funeral at Annapolis, to Chelsea, that the appointment was found.

MISS GOULD MAY VISIT CITY.

By Order of Her Physician She Will Make Tour of South.

TARRYTOWN, N. Y., Jan. 3.—Miss Helen M. Gould, by order of her physician, is to make an extended tour of the South. She will leave possibly on Wednesday or Thursday of next week, and will take with her a number of her secretaries, Doctor and Mrs. J. P. Moffatt are also to accompany her. Miss Gould has been a victim of insomnia and an ocean voyage was at first thought advisable. This plan has been changed and a Southern trip is substituted. It is not improbable that Miss Gould may visit St. Louis during her tour.

LEADING TOPICS TO-DAY'S REPUBLIC.

THE SUN RISES THIS MORNING AT 7:21 AND SETS THIS EVENING AT 4:30. THE MOON RISES THIS MORNING AT 2:41.

WEATHER INDICATIONS.

For St. Louis and Vicinity—Colder weather, with flurries of snow.

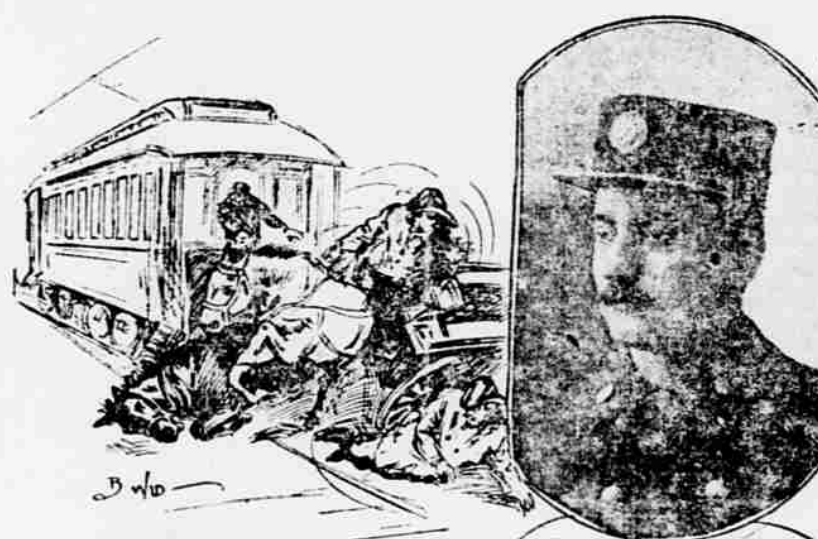
For Missouri—Fair Saturday, Sunday, and Monday.

For Illinois—Fair, continued cold Saturday, Sunday, fair, with rising temperature.

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1. Mayor's Message About Street Cars. World's Fair Strongly Indorsed.
2. No Changes in the Odeon Music Entertainment.
3. French Apathetic Toward World's Fair.
4. American Courts in the Canal.
5. Urges Alliance Against United States.
6. Tumult in House Over Kelly Bill.
7. White House Debutante.
8. Hanna Appears to Have Best of Fight.
9. East Side Firemen Save Four Lives.
10. Castro Finds Little Sympathy.
11. General Sporting News.
12. To-Day's Entries and Selections.
13. Illinois News of the Day.
14. Neighborhood News.
15. Editorial.
16. Weekly Review of Books.
17. Lived More Than Four Score Years.
18. Attractive Street Costumes.
19. Mystery of Hotel Tragedy Cleared.
20. Tells Car Crew Not to Quarrel.
21. New Departure in Y. M. C. A. Work.
22. News of the City Churches.
23. Rooms for Rent Advertisements.
24. Plans for Gigantic Oil Reservoirs.
25. The Sunday-School Lesson.
26. Summary of the St. Louis Markets.
27. In the Chicago Grain Pit.
28. Sellers of Securities Control Local Stocks.
29. Wall Street Yielded to Heavy Profit-Taking.
30. Weekly Clearing of Banks.
31. River Telegrams.
32. Nearly a Million More in Treasury.
33. Trust Company Goes Into Liquidation.
34. Wheat Generally in Good Condition.

REEL WRECKED; FIREMEN INJURED.



Members of Engine Company No. 15 who were injured in a collision with a street car at Fourth and Valentine streets.

THREE FIREMEN HURT IN COLLISION.

Hose Wagon Strikes Fourth Street Car on Valentine Street With Disastrous Result.

ONE OF THE VICTIMS MAY DIE.

Doctors Fear Fractured Skull Will Cause Assistant Foreman Kelly's Death—Horses Disabled and Wagon Demolished.

VICTIMS OF THE COLLISION.

Thomas Kelly, assistant foreman of Engine Company No. 15, compound fracture of skull and internal injuries; serious; removed to City Hospital.

George Ost, driver of hose wagon No. 15, severe scalp wound on left side of head and contusion on left knee; taken to his home, No. 2204 Keokuk street; not serious.

Michael Kane, pipeman of Engine Company No. 15; contusions on the right thigh and cuts on the body; taken to his home, No. 1329 Eddies street; not serious.

THROWN FROM HOSE WAGON.

Henry Kern, pipeman of Engine Company No. 22, cut and bruised on legs and knees; taken to his home, No. 1124 South Ninth street.

Dashing east on Valentine street, responding to an alarm of fire, Engine Company No. 15's hose wagon crashed into a Fourth street car last evening, injured three firemen, one probably fatally, demolished the wagon and disabled the horses.

Assistant Foreman Thomas Kelly of No. 15, who lives at No. 1817 Elliot avenue, Driver George Ost and Pipeman Michael Kane are the injured men. Kelly sustained compound fracture of the skull and the City Hospital doctors fear he will not recover. Ost and Kane were painfully bruised.

An engine-house is at Broadway and Valentine street. The alarm struck in at 8:15 o'clock from box 127, which is at Second and Locust streets.

Driver Ost allowed his horses to go slowly, sounding his gong as they approached the crossing. He said afterward that he did not hear the street car's gong. The car was going south on Fourth street and running rapidly. Driver Ost and Assistant Foreman Kelly, who was on the driver's seat, both pulled hard at the reins attempting to stop the horses and avoid the collision, but to no use.

The wagon and car came together with a crash, the collision being witnessed by a score of persons.

Horses Strike the Carriage.

Both horses were thrown down by the collision and the hose wagon was overturned. Driver Ost and Kelly were thrown forty feet away, their heads striking the carriage. Kane, who was riding on the rear step of the wagon, was thrown under the wheels in which his clothing became tangled and he was dragged quite a distance.

The firemen were picked up and carried to a nearby drug store and ambulances were summoned. Kelly was unconscious, and he was taken directly to the City Hospital. Ost and Kane were treated at the City Dispensary and removed to their homes in an ambulance.

The horses were skinned on the legs and it is feared they will be unfit for further service. The hose was distributed about the street.

Driver Ost Makes Statement.

Driver Ost at the dispensary said: "I was not driving very fast, as I had just come out of the house and was slowing up at the corner to look out for street cars. I was ringing my bell, I heard no street car bell. Just as the horses put their feet on the first rail I saw the car coming and before Kelly or I could jump the car struck the wagon at about the middle of the bed and we were hurled over the horses' heads."

Pipeman Kelly said: "I don't remember much about it. I was riding on the rear step and all of a sudden there was a crash and I found myself tangled up in one of the wagon's wheels and lying alongside the car track near the rear platform. I remember being rolled over the ground like a rubber ball."

While responding to the same alarm, Pipeman Kern of Engine Company No. 22, located at Main and Plum streets, was thrown from his seat while turning the corner of Second and Locust streets and slightly injured.

MAYOR'S MESSAGE SAYS STREET CAR SERVICE IS INADEQUATE.

"Cars Are Being Operated in Violation of the Ordinances Under Which Franchises Have Been Granted Authorizing Them to Operate," Declares the Chief Executive.

Executive Department, Mayor's Office, St. Louis, Jan. 3, 1902.—To the Honorable Municipal Assembly: Gentlemen—The street car service now operating in our city is inadequate and unsatisfactory. Cars are being operated in violation of the ordinances under which franchises have been granted authorizing their operation. The irregular manner in which a number of the lines are being operated is a menace to the value of property located along the same, and it is allowed to continue, will, I fear, in the near future, by bringing about a reduction of assessments, seriously affect the revenue of the city, which we can so ill afford to spare.

There have been a number of ordinances enacted under which the St. Louis Transit Company and the St. Louis and Suburban Railway Company are now operating. These ordinances are many in number, but in fact are not uniform in their provisions. In many instances difficult to comprehend, even after much study, and some are absolutely conflicting. Taken as a whole, they are utterly inharmonious.

That the people of this city may be enabled clearly to understand their rights, and city and police officials be placed in position to more clearly and intelligently enforce the ordinances, I recommend to your honorable body that immediate action be taken, looking to the amendment of all street railway ordinances which may be found to require it, so that, by new legislation regulating street car traffic, the system may be uniform in its character, and, therefore, brought within the ready comprehension of all.

I suggest that the following regulations be considered by your body:

First—That the city be subdivided into districts, and that the rate of speed in each district be regulated in accordance with the character of the district as to population, traffic, etc.

Second—That the interval of space, or time, on which cars shall run be clearly defined and regulated with a view to properly accommodating traffic at the hours when needed, and to being about greater uniformity on the different lines or divisions operating in the same districts or subdivisions.

Third—That in order to lessen the liability to accidents, operatives be required to bring the cars to a standstill at all crossings of intersecting tracks, and that this be done in such a manner as not to obstruct the intersecting street or crosswalk; and, wherever a street is paved, that cars be required to stop for the purpose of taking on or letting off passengers, at the near crossing instead of at the far crossing, as is now required by ordinance.

Fourth—That all cars be required to run from one terminal point of each line or division to the other terminal point thereof, without requiring passengers to transfer between such points; and that all cars be provided with suitable signs to clearly indicate, by day and night, their destination.

Fifth—That cars be properly ventilated and kept in cleanly condition, for obvious sanitary reasons.

Sixth—Since many of the duties of these public carriers are now merely of a contractual character, no penalties at present being attached for nonobservance, I also recommend that stringent fines be provided for failure to comply with existing regulations, regarding which no such result now follows, and for noncompliance with the proposed regulations.

The accommodations now offered people of this city in street car service are of such an unsatisfactory character that I feel an emergency exists, and in consequence I would further suggest to your honorable body, in order that a plan of action and a remedy may be arrived at as speedily as possible, of such a nature as will be most thorough and complete, that from a local and practical standpoint, that an appointment be made for the purpose of employing the best available local talent to assist the Law Department of the city and your respective Railway committees in formulating a bill, having for its object the amendment of existing street railway ordinances, and the prosecution of violations thereof.

At the same time, gentlemen, I recommend and trust that all legislation upon the various topics thus touched on will be conservative and on careful reflection and with due deliberation. Nothing should be done which may have the color of vindictiveness or passion. I am sure the people of St. Louis have no prejudice or malice toward our street railway companies—they have merely become more and more impatient. Not long since they were proud to boast that our car service was the best in the country, and they will hail the day when they can repeat that boast. By wise action on your part and co-operation on the part of the companies, this can be easily brought about, and the feeling of confidence between the corporations, their employees and their patrons be fully restored.

Respectfully, ROLLA WELLS, Mayor.

MAYOR CRITICISES STREET-CAR SERVICE.

Declares It Inadequate in Message and Points Out Way to Improve Conditions.

URGES PROPER LEGISLATION.

Districting of City and Regulation of Schedules Suggested—Some of His Ideas Are Incorporated in Bill.

Legislative propositions affecting the operation of street cars engaged the attention of the City Council yesterday afternoon. The most important document on the subject of street railway service was Mayor Wells's message, which was read in both branches of the Municipal Assembly and which is printed in full elsewhere in this issue.

A bill that adheres in its general tenor to the Mayor's message was introduced by Mr. Gibson. Mr. Hoffman submitted memorials that had been adopted by citizens' conventions. The Mayor's message and the memorials were referred to the Committee on Railroads.

The Mayor declared the street-railway service to be inadequate and unsatisfactory. He advised proper legislation in order to obtain better accommodations for the public, and to make the St. Louis railways the best in the country, as they were some years ago, but he counseled conservative action for accomplishment of these results.

He offered six suggestions for consideration by the Municipal Assembly. First, subdivision of the city into districts; second, creation of time schedules and speed regulations; third, laws to lessen the liability of accidents; fourth, rules to control the running of "through" cars, in order to do away with transferring on direct lines; fifth, sanitary regulations; and, sixth, inclusion of a penalty provision for violation of ordinances.

Proposed Regulations.

The Gibson bill proposes to divide the city into two districts, to be known as the central and outer districts. The central district would include the territory bounded by the Mississippi River, East Grand avenue, to Natural Bridge road, to Taylor avenue, to West Belle place, to King's highway boulevard, to Delmar boulevard, to Taylor avenue, to Chipmunk street, to Moraine street, to the river. The outer district would include all territory not included in the central district.

Week-day schedule in the central district: From 8 to 9 a. m., cars not more than two minutes and thirty seconds apart; 9 a. m. to 5 p. m., four minutes; 5 p. m. to 7 p. m., two minutes and thirty seconds; 7 p. m. to 1 a. m., five minutes; 1 a. m. to 5 a. m., one hour. Sunday: Six a. m. to midnight, five minutes. Week-day schedule in the outer district: 6 to 9 a. m., five minutes; 9 a. m. to 5 p. m., seven minutes; 5 p. m. to 7 p. m., five minutes; 7 p. m. to midnight, ten minutes; midnight to 6 p. m., one hour. Sunday: 6 a. m. to midnight, ten minutes.

The penalty for violating the provisions would be a fine of from \$10 to \$50 for each offense. Thirty days' failure to comply with the law would constitute cause for repeal of franchise, according to the judgment of the Mayor. The bill specifies that companies would have to adopt the schedule within sixty days after it should become a law.

Speed in the central district could not exceed eight miles per hour, nor twelve miles per hour in the outer district. The penalty would be a fine of not more than \$50 for each offense. East and west bound cars would have right-of-way at crossings over north and south bound cars. Cars would have to be brought to a full stop to let passengers on and off, and cars would have to be stopped at the proper crossing at a signal from the street conductor or a citizen standing there.

Mr. Hoffman submitted memorials adopted at mass meetings of citizens. One, signed by Doctor J. E. Chavers and others, petitioned for immediate corrective legislation, and the other, adopted at a meeting in Piquette place, recommended the repeal of street railway franchises.

LARGEST CHECK EVER DRAWN BY COLLECTOR GOOD FOR NEARLY ONE MILLION DOLLARS.



CHECK FOR \$800,000, THE LARGEST EVER TURNED OVER TO THE CITY TREASURER, WAS DEPOSITED BY CITY COLLECTOR L. F. HAMMER, JR., YESTERDAY.

Collector of the Revenue Hammer yesterday tendered to City Treasurer J. A. Brancius the largest check which was ever drawn by the Collector in favor of the City Treasurer. The success with collections at the close of the year enabled Mr. Hammer to sign one check for nearly a million dollars.

"Times are good in St. Louis and trade is brisk," Collector Hammer said yesterday. "This is a prosperous city. Money is being circulated with a free hand. It was gratifying to note the willingness of citizens to pay taxes. Complaints were few and infrequent. If financial conditions were not excellent here the people would not be so ready to part with their money. Indications are that St. Louis is more prosperous than ever before."